1: Hoolgreaves B-6 (1943-1983) 1989 MD12 Malware MD12

dog's neck and ties to the corresponding rail on the opposite pocket. The rear line passes under the animal's belly and is secured to the rail on the opposite side. When dog packs are used to transport fresh meat, they may be lined with an additional piece of canvas to absorb some of the blood. The harnesses of packs are packed with canvas or tanned moosehide, when they become worn. Dog packs are manufactured by women. Dogs can pack up to forty or fifty pounds, but loads are generally limited to about thirty-five pounds for a stretch of concern sales. Among the Upper Level Indians, women and girls were always seen to pack dogs (Fig. 4, a). A Hidden Indian reported that among his people men pack horses or mail or dogs. Men overwhelmen, of course, pack dogs when traveling without families.

When transporting goods by dogs in summer, one or more persons generally must run ahead of the animals. However, the dogs may be guided by shouts until about a quarter of a mile from camp. The chance of dogs barking their arses from a camp, when dogs were on an event of these competitions being packed, is evidence of their eagerness to travel. In winter, dogs follow in the rear of people with snowshoes who break the trail. Traveling in winter, especially over crusted snow, often cuts a dog's feet. When this happens, rear dogs are always marked by cutting a little break which is thrown down for the animal to rear on.

The Kaska use both toboggans and sleighs. The toboggan is regarded as best suited for travel in the soft dry snow of winter. Although a sleigh is sometimes used in midwinter, it is recognized as being particularly adapted for traveling on the top of the crusted snow in late winter and early spring.

Toboggans are either purchased from traders or manufactured locally. The description of farming and bending wood for toboggans has already been presented.[1] The vehicle is normally constructed with three or four pieces of freshly bored birch poles, three inches or more long, six inches wide, and three centimeters or so thick, but the toboggan whose construction was observed and is here reported fell considerably short of these specifications.[2]

When the bar was two of the boards have been bent to produce a curve, they are removed from the bending frame. The cleats, which hold the boards together in the bending process, are left in place until all of the components have been put in position. The narrow sides of the two outside boards of the vehicle are then placed where they have been bent. The planing secures the front of the vehicle, the outward ones corroding the board of turning sticks and sweeps along a rail. Both boards might really improve the result, particularly if the toboggan is traveling rapidly in cold weather. The next step is to reinforce crosspieces for the temporary cleats. All of these crosspieces are manufactured of slightly bent birch. On the outer and outer surfaces of the concave forward portion of the toboggan, two crosspieces are nailed. These are about three inches wide and three quarters of an inch thick (Fig. 4, c). All of the exterior edges of these crosspieces are bevelled with a knife, the bevelled surface being about one eighth of an inch wide. After the pieces have been put in position, the front of the toboggan is crossed with a wire and placed to secure it towards and over surface. The second crosspiece is two carefully bevelled, consisting of a

[1] The toboggan was sold to four Kaska Indians whose names however he should have refused to them to sell any commercially grown objects to his own knowledge.

[2] [illegible]

split across anything, about three quarters of an inch in diameter. While the inner surface of the pole is carefully placed, the outer bark is not removed. This exception is called about a foot below the first pair and at the lowest point of the rising curve. The weaker ones are four crossbeams two inches wide and a quarter inch thick. These are placed along the body of the vehicle, beginning at the narrow one and about twenty inches apart. They do not, however, extend the full width of the schuggen but to about three quarters of an inch from each side. On that side of the crossbeam which is to lie against the schuggen boards, the weaker ones two grooves or points about one inch from either end. These grooves are cut about three quarters of an inch wide and half an inch deep. To use these grooves, they are first outlined with a pencil. The extremes of the groove are then sawed to the proper depth. Using the tip of a hatchet knife as a chisel, the worker removes the wood between the cuts of the saw. The blade of the knife is also used to trim away uneven edges of wood. The outer edges and corners of each crossbeam are bevelled. The piece is then nailed to the schuggen, the nails being driven down from the upper surface. The coarse length of nail running through the wood of the running surface is first bent around the axe of the vehicle.

Chi Mbo pointed out that this was an unsatisfactory way of constructing a schuggen since the bent nails would work away from the boards when the vehicle was in use. This error on the boards, such as would be produced by running over windfalls, would soon expose the ends of the nailed surface. These predictions were fulfilled. After his first trip with the new schuggen Mbaa removed the nails and drove them into the vehicle from the running surface. Chi Mbo pointed out that many people join the crossbeam to the runners with lashing bits. When this is done, the worker first drills a hole through the thickness of the crossbeam and then makes two holes through the runners. The line is commonly taken to pass under the body of the vehicle.

When all of the crossbeams are in place, the running surface of the schuggen is placed smooth, care being taken to avoid the projecting nails. The rear end of the boards are sawed even with the last crossbeam. A three quarter inch hole is drilled in the exact center of the front of the vehicle between the two center boards and directly below the forward pair of crossbeams. Then the guide rope, a piece of manila line about a half inch in diameter and four yards long, will be used. Two holes, half an inch in diameter, are then drilled in the front of each of the outside running boards immediately below the forward crossbeam. In line with these holes, grooves are cut in the outer bevelled edges of the forward cross-beams. From these holes lines, of double twisted hibiscus or sisalroot rope cable, bend around the front of the vehicle and are then drawn back to the first grooved crossbeam where they are fastened together. These lines serve to prevent the ropes from leaving the schuggen when the vessel becomes deep. On each side of the schuggen, between the first and last grooved crossbeam, a right hibiscus or sisalroot rope line is strung. The line passes through the grooves and is fastened to the rear crossbeam. This lashing is used to secure the dog harness and under it passes the cordage that secures goods on the schuggen.

An attempt was made to note the exertions expressed by Mbaa during the construction of a schuggen. He was somewhat uncertain if the material available were adequate for the task. For example, he was dissatisfied with the fact that one of the boards was formed from black heart instead of white, fearing that the former would warp if in spite. In pointing out

[illegible] [illegible] [illegible] [illegible] [

[illegible] In working with a refrigerant after a overhaul, it is necessary for someone with experience to precede the dogs and break trail for them as well as to clear windfalls and lookout the course to refuge. Use a compass or [illegible] Another way to [illegible] is to [illegible] [illegible] [illegible]

S. Kierdorf Nr. 6 (1963-1968) 1969 ND12 Nahaus ND12

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[illegible] 335
[illegible] 87
[illegible] 93
[illegible] 52.6
[illegible] 45
[illegible] 452
[illegible] 241
[illegible] 292
[illegible] 2-6
[illegible] 8

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